

# Comprehensive Tolling Study Policy Briefing

*Presented to*

**Washington State Transportation Commission**

*presented by*

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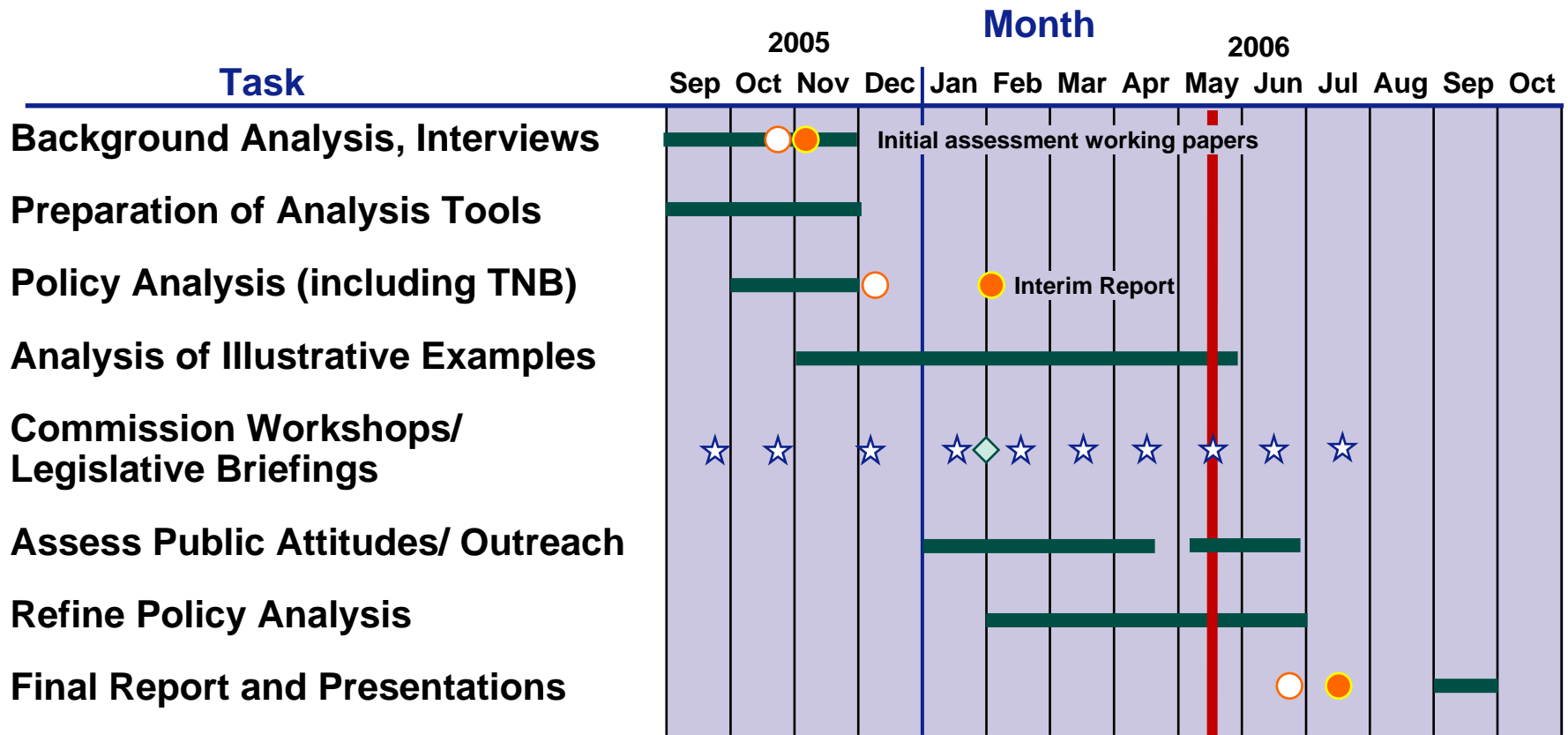
**May 17, 2006**



**Washington State  
Transportation Commission**

# Project Outcome and Schedule

**Outcome –**  
**Commission recommendations on overall policy**  
**and implementation strategy**



☆ Commission Workshops   ◇ Legislative Briefing   ○ Draft   ● Final

# Today's agenda

- **Draft policy statements**
- **Illustrative examples analysis – Round 2**
- **Update on outreach plans**

## ***Primary Policy***

**Washington should use tolling to encourage effective use of the transportation system and provide a supplementary source of funding for appropriate projects. That policy should evolve over time:**

<b>Short Term (1-10 years)</b>	<p><b>Accelerate implementation of high-cost/high-need projects such as SR 520, Columbia River Crossing, and Snoqualmie Pass. Use price differentials as appropriate to make most effective use of the system.</b></p> <p><b>Optimize the use of existing HOV lanes for autos, vanpools and transit by conversion to HOV/tolled express lanes.</b></p>
<b>Medium Term (5-20 years)</b>	<p><b>Consider potential for building additional capacity as tolled express lanes through more extensive study of long-term costs and benefits.</b></p>
<b>Long Term (20 years and beyond)</b>	<p><b>Consider more extensive tolling and pricing as the ability to build more capacity is constrained, traditional revenue sources decline in productivity, technology advances, and public acceptance of tolling increases.</b></p>

# Supporting Policies

# **1. Pricing should be used when it can be demonstrated to:**

- Contribute to a significant portion of the cost of a project that cannot be funded solely with tax-based financing.**
- Optimize system performance, such as with a HOT lane.**
- Be fairly and equitably imposed such that the facility is part of a pricing scheme applied where appropriate to the entire transportation system.**
- Not have significant adverse impacts through diversion of traffic to other routes.**

- 2. Toll revenue should be used only to improve or maintain the transportation system, with recognition of the interconnectedness of all elements of the system.**
- 3. Toll rates should be set to optimize system performance, recognizing necessary tradeoffs to generate revenue.**
- 4. Since transportation infrastructure projects have costs and benefits that extend well beyond those paid for by initial construction funding, tolls should remain in place to fund capital rehabilitation, maintenance, operations, and to provide opportunities to optimize use of the system.**



- 5. The State Tolling Authority should be responsible for defining the overall policy and criteria for determining which parts of the transportation system should be tolled; proposing and directing the study of potential toll deployments; making final determination as to whether a toll deployment should proceed; and setting toll rates.**

**The Authority should engage in robust and continuous coordination with state-authorized regional entities that may propose toll deployments. The Authority should consider public-private partnership proposals consistent with the State's Transportation Innovative Partnerships process.**

- 6. Washington State Department of Transportation should be responsible for day-to-day administration of tolling operations, including system development.**
- 7. Toll customers should get a simple, interoperable toll system with a minimum of hassles: one gizmo, one number to call for customer service, one financial statement. Tolling deployments should avoid attended tollbooths wherever possible.**

# Illustrative Examples, Round 2

## Round 1

- **Snoqualmie Pass**
- **SR 704 Cross Base Highway**
- **SR 520 and I-90 Bridges over Lake Washington**

## Round 2

- **I-405/SR 167 HOT Lanes**
- **I-405 North HOT Lanes**
- **I-5 and Alaskan Way Viaduct in Seattle**
- **I-5 in Lewis County**
- **Statewide truck tolling**
- **Container Fees**



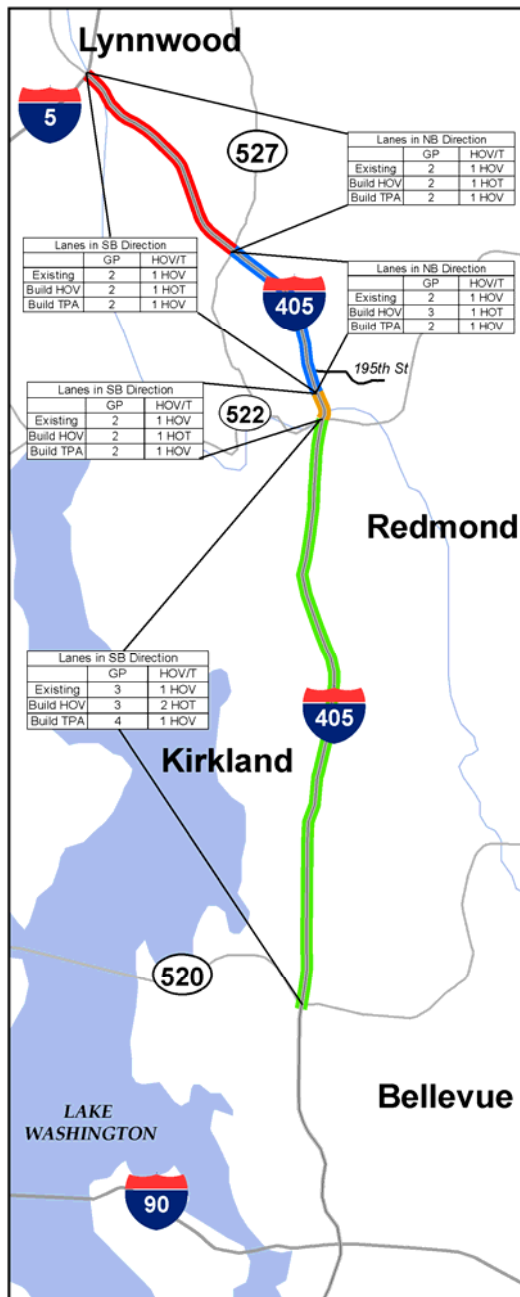
# SR 167/I-405 HOT Lanes

## ● The Numbers:

- 39 miles
- Compared to non-toll “build” alternative:
  - Average speeds 7-11 mph faster in AM peak period
  - Value of savings = \$43 M/yr.
- Revenue could fund ~ \$200 M

## ● Policy findings:

- Can improve corridor operations and provide a clear choice
- Very expensive, but so is the non-tolled option



# I-405 North HOT Lanes

## ● The Numbers:

- 14 miles
- Compared to non-toll “build” alternative:
  - Average speeds 13 mph faster in AM peak period
  - Value of savings = \$15.6 M/yr.
- Revenue could fund ~ \$59 M

## ● Policy findings:

- Can improve corridor operations and provide a clear choice
- Very expensive, but so is the non-tolled option

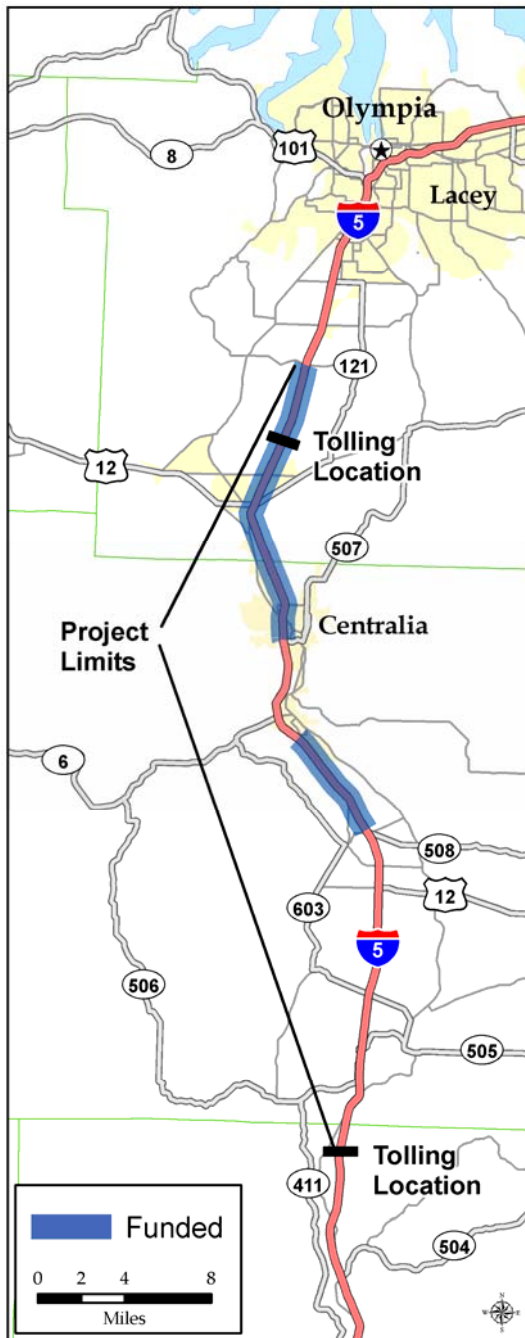
# Tolling I-5 in Lewis County

## ● The Numbers:

- 40 miles (2, 20 mile gaps in funding)
- Hypothetical \$1.50 toll at each location = 7.5 cents per mile
- Diverts 18 percent of traffic
- Revenue could fund ~ \$700 M

## ● Policy findings:

- Big revenue potential
- Shorter trips likely to divert, a potential operational benefit
- Funds could be applied to parallel routes



# Tolling Alaskan Way Viaduct and I-5



## ● The Numbers:

- 18 Miles on I-5; 4.5 miles on AWW
- Tested 10-40 cents per mile in peaks...less in off-peak
- Diverts 7-27 percent of traffic
- Funds \$400M - \$2,400M
  - 8 percent of that from AWW
- Travel times on I-5 improve, but may be offset by degradation elsewhere

## ● Policy findings:

- Big revenue potential
- Diversion impact uncertain

# Statewide Truck Tolling

- **Motivated by new German and Austrian systems**
  - These replaced flat “sticker” fees
  - Intended to capture revenue from through traffic
  - Use GPS and gantry-based systems
- **Motivation here**
  - Not the same non-native revenue issue: IFTA
  - Could raise over \$500 million per year at 20 cents per mile for big trucks
- **Traffic management objectives reasonable**
  - Short term implementation issues extensive
  - Long-term, implementation issues could fade
    - Could be first test of more extensive highway tolling for all vehicles if/when needed



# Container Fees

- **Container fees are away to have direct user charges pay for needed freight-related improvements**
  - Not just for highways
- **Similar to air passenger facility charges**
- **Fare collection could be built into accounting process**
- **Two container fees now in place, both in Southern California:**
  - Alameda Corridor
  - PierPASS at ports of LA and Long Beach

# Update on outreach plans

## ● Objective:

- Present the draft findings of the Comprehensive Tolling Study to the public, and provide an opportunity for the Commission to hear public reaction to those findings

## ● When:

- June 20 Vancouver
- June 21 & 22 Seattle
- June 22 & 23 Bellingham
- June 27 & 28 Tri-Cities
- June 28 & 29 Spokane

## ● What:

- Morning roundtable with community leaders
- Editorial board meetings
- Early evening open house